

## CHAPTER SEVEN

## Capital Improvement Program

The CMA must develop, as part of the CMP, a 6-year Capital Improvement Program to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the land-use analysis program.<sup>1</sup> Capital improvement projects must conform to air quality mitigation measures for transportation-related vehicle emissions. The air quality mitigation measures are contained in the BAAQMD's 2005 Bay Area Ozone Strategy.

### **SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT (SAFETEA)**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) requires the regional transportation plan prepared by MTC to be consistent with reasonable assumptions of future funding. The Act also emphasizes methods to improve the operation of the existing transportation system. Such methods include traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. These federal requirements have been considered in the development of the CMP Capital Improvement Program. A reauthorization or continuance of the SAFETEA is anticipated to occur in FY 09/10.

### **REGIONAL TRANSPORTATION PLAN**

Since the CMP ultimately will be incorporated into the *Regional Transportation Plan* action element, projects selected for the Capital Improvement Program need to be consistent with the assumptions, goals, policies, actions and projects identified in that plan. The *Regional Transportation Plan*, prepared by MTC, is the basic statement of Bay Area transportation policy. Because of the interdependence of transportation planning and other regional planning, the regional plan strives to adopt policies that complement and support programs of federal, state and regional agencies.

MTC has adopted a capital investment policy for the *Regional Transportation Plan*.<sup>2</sup> This policy sets forth MTC's approach to capital investment in the transportation system. The Capital Improvement Program in the CMP has been formulated in consideration of MTC's policy. In addition in April, 2004, MTC adopted Resolution 3615, which outlines principles for programming a portion of the federal funds from SAFETEA.

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<sup>1</sup> California Government Code Section 65089(b)(5)

<sup>2</sup> MTC Resolution 3681

## **PRINCIPLES FOR INVESTING STP AND CMAQ FUNDS**

The Metropolitan Transportation Commission programmed approximately \$900 million of STP/CMAQ funding in three cycles: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, the Second Cycle represented FYs 2005-06 and 2006-07, and the Third Cycle, representing the final two years, FYs 2007-08 and 2008-09. MTC Resolution 3723 identified a set of principles and an order of priorities for investment of federal Surface Transportation Program and Congestion Mitigation and Air Quality (CMAQ) funds under the SAFETEA. The resolution(s) addresses the principles and order of priorities for the investment of federal Surface Transportation Program and Congestion Mitigation and Air Quality funds through 2009. The following principles are detailed in MTC resolution 3615, and assisted the region in crafting the new principles and order of priorities to guide the expenditure of funding:

- For federal flexible discretionary funds, two areas of investment must be provided for statutorily. First, the funding of transportation control measures will be a priority for the programming of Congestion Mitigation and Air Quality funds. Second, the funding of transportation enhancements will be established through a mandated set aside through the Surface Transportation Program and distributed through the State Transportation Improvement Program process.
- Even with increased State Transportation Improvement Program programming levels anticipated with the reauthorization of the Transportation Efficiency Act, it is clear that we cannot build our way out of congestion in the Bay Area transportation system by physically expanding the system. Consequently, system-management strategies must be developed and implemented as part of MTC's federal discretionary investment program to maximize use of the existing system. Such strategies should be designed to improve the use and safety of the existing multimodal transportation system, in the most cost-effective manner possible.
- The MTC's adopted transportation/land-use policy statement that emphasizes livable communities requires investment of regional discretionary/flexible fund sources to be relevant and viable. MTC and the Bay Area Partnership must cooperatively develop that funding opportunity as part of the federal flexible funding program. In particular, community-oriented strategies that may not be eligible for Transportation Enhancements Act funding will be a focus of federal flexible funding investment.
- Preservation and maintenance of the existing system—including local roads and transit—remains essential. Therefore, it will be a key component among the many objectives to be achieved in programming federal discretionary funds. In particular, flexible funds will be used to address maintenance and rehabilitation shortfalls that cannot be satisfied from other federal, state, regional or local funding sources.
- Capacity expansion typically dominates the region's capital investment program in the State Transportation Improvement Program. Expansion will be considered as part of the federal flexible program only after it is determined that outstanding maintenance and system management needs as outlined above are addressed either in the State Transportation Improvement Program/federal program or from other sources of revenue. Any investments made in capacity expansion with federal

flexible funds should focus on the most cost-effective strategies available, given the limited resources available in the program.

## **PROGRAMMING STRUCTURE FOR STP AND CONGESTION MITIGATION AND AIR QUALITY FUNDS**

In order to reflect and ensure the order of investment priorities discussed above, and to achieve a balance between geographically based return to source expectations and regional needs which are not defined by or limited to county boundaries, MTC established the following basic distribution of federal and state funds for programming federal flexible funds: 1. Clean Air Program, 2. Regional Operations Programs, 3. Planning Activities, 4. Transit Capital Shortfall, 5. Local Streets and Roads Shortfall, 6. Transportation for Livable Communities/ Housing Improvement Program (TLC/HIP), 7. Regional Bicycle and Pedestrian Program.

### **Clean Air Program**

This category focuses on the Spare the Air program

### **Regional Operations Programs**

The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and performance monitoring.

### **Planning Activities**

MTC provides funds to the congestion management agencies for planning activities. Additional planning funds have been targeted for transportation land use planning coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS). The TLC planning grant program also receives funds under this category.

### **Transit Capital Shortfall**

According to the findings in Phase 1 of the Transportation 2030 (T-2030) regional transportation plan, the Federal Transit Administration (FTA) Formula funds and available local revenues will fund less than \$10 billion of the \$11 billion in score 16 transit capital projects during the T-2030 period – leaving a shortfall of about \$1.3 billion. Through its T-2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs.

### **Local Streets and Roads Shortfall**

Through the T-2030 process, county shortfall figures have been identified. Each county's funding target for local streets and roads funds, provided by MTC, considers the annualized shortfall amount committed to in T-2030. Projects can include pavement and non-pavement elements. The local streets and road shortfall funding is intended for improving facilities on the Metropolitan Transportation System. However, the MTC Commission T-2030 policy does allow flexibility for counties to fund non-MTS

projects in jurisdictions without MTS routes or those who can demonstrate there is no need on their MTS routes.

### **TLC/HIP**

Overall the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP) funds small-scale, community and TOD projects.

### **Regional Bicycle and Pedestrian**

The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25 %.

### **Lifeline Transportation Program**

The goal of this new program is to support lifeline transportation services and seek to improve the mobility of low-income individuals through various funding and planning activities.

## **PROPOSITION 1B**

As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety.

<b>Proposition 1B Programs</b>	<b>Amount</b>
Corridor Mobility Improvement Account (CMIA)	\$4,500,000,000
Route 99 Corridor Account (Rte 99)	\$1,000,000,000
Trade Corridors Improvement Fund	\$2,000,000,000
Trade Corridor Emission Reduction Account	\$1,000,000,000
Port, Harbor, and Ferry Terminal Security Account	\$100,000,000
School Bus Retrofit and Replacement Account	\$200,000,000
State Transportation Improvement Program (STIP) Augmentation	\$2,000,000,000
Intercity Rail Improvement	\$400,000,000
Public Transportation Modernization, Improvement, and Service Enhancement Account	\$3,600,000,000

State-Local Partnership Program Account	\$1,000,000,000
Transit System Safety, Security & Disaster Response Account	\$1,000,000,000
Local Bridge Seismic Retrofit Account	\$125,000,000
Highway-Railroad Crossing Safety Account	\$250,000,000
State Highway Operations and Protection Program (SHOPP)	\$500,000,000
Traffic Light Synchronization	\$250,000,000
Local Street and Road, Congestion Relief, and Traffic Safety Account of 2006	\$2,000,000,000
<b>Total</b>	<b>\$19,925,000,000</b>

## SENATE BILL 45 AND PROJECT DELIVERY

Senate Bill 45 restructured the State Transportation Improvement Program. The legislation provides for more programming control at the county level and also increases the focus on project delivery. In light of the new focus on project delivery for projects programmed in the State Transportation Improvement Program, the CMA has adopted an aggressive “Timely Use of Funds Policy.” The policy applies to all funding programs administered by the CMA, including projects programmed in the State Transportation Improvement Program, federal Surface Transportation Program/Congestion Mitigation and Air Quality and the Transportation Fund for Clean Air program.

The policy defines a strategy for project delivery assistance and evaluation of extension requests. It includes the following provisions:

- The CMA will provide sponsors with consultant support in the implementation of projects. This support will include assistance in the development of a baseline schedule and on-call availability for project delivery questions. The CMA and the project delivery assistance consultant will host a project delivery workshop after the adoption of every funding program by the CMA Board. This workshop will be mandatory for all project sponsors and will provide an overview of the program specific requirements for project delivery.
- The policy establishes criteria for the evaluation of reprogramming and extension requests. These requests will be evaluated based on the nature of the circumstances causing the delay, the sponsor’s adherence to the baseline schedule and previous milestones, and the sponsor’s ability to meet future project delivery deadlines.
- Any project sponsor that fails to meet a timely use of funds deadline that results in a loss of programmed funds to Alameda County will be penalized in a future state or federal funding cycle an amount equal to the funds that were lost to Alameda County.

The complete Timely Use of Funds Policy is included as Appendix F.

## Relationship to Air Quality Attainment Plans

The Capital Improvement Program, required as part of the CMP, is closely related to federal and state air quality attainment plans. Because the Bay Area failed to attain national ambient air quality standards before the 1977 Federal Clean Air Act Amendments' 1987 deadline, a revised State Implementation Plan was developed. The purpose of this plan is to show the measures to be taken to reduce air pollution and maintain compliance with federal requirements for annual emissions reductions.

The *Regional Transportation Plan* is required by federal law to conform to the *State Implementation Plan*. Because CMPs are required to be consistent with the *Regional Transportation Plan*, CMPs must also conform to the programs and policies outlined in the *State Implementation Plan*.

State air quality legislation, specifically the California Clean Air Act of 1988, requires the BAAQMD to prepare a Clean Air Plan designed to bring the Bay region's air basin into compliance with state air quality standards by the earliest practicable date. The Clean Air Plan must include transportation control measures as well as stationary (e.g., oil refinery) source controls to achieve and maintain the respective standards for ozone and carbon monoxide.

Other legislation established a joint process between the MTC and BAAQMD for preparing the transportation control measures plan as part of the state Clean Air Plan.<sup>3</sup> The BAAQMD has ongoing efforts to attain the more stringent state one-hour ozone standard. As required by state law, the BAAQMD adopted a plan to attain this standard in 1991. The Clean Air Plan was updated in 1994, 1997 and 2000. The most recent update is called the 2005 Bay Area Ozone Strategy. The 2007 Update to the Bay Area Ozone Strategy is now under development by BAAQMD.

According to BAAQMD, ABAG, and MTC, the Bay Area's air quality setting has not changed much since 1991. Despite hot weather and high ozone levels in 1995, 1996 and 1998, monitoring data show a downward trend in ozone concentrations since the late 1980s. Peak ozone concentrations have declined 1.4 percent per year on average since the 1986-88 base period. The region recorded three excesses of the national ozone standard and 20 excesses of the state standard in 1999, and three excesses of the federal standard and 12 excesses of the state standard in 2000. However, the region's air quality conditions continue to show generally clean air with occasional exceedances of the national ozone standard and more frequent exceedances of the state ozone standard.

The federal and state transportation control measures listed in the attainment plans have implications for county CMPs. MTC will give priority to proposed projects that support or help implement any of the transportation control measures outlined in this revised plan. Therefore, Alameda County's Capital Improvement Program highlights any proposed project's link to the Transportation Control Measure Plan. Appendix E includes a table that shows the federal and state transportation control measures and how the 2007 CMP Capital Improvement Program relates to them.

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<sup>3</sup>Assembly Bill 3971 (Cortese)

## Relationship to the Countywide Transportation Plan

The CMA adopted a long-range transportation plan for Alameda County in August 2004. Each county within the jurisdiction of MTC can prepare a county transportation plan in cooperation with the cities, county and transit operators.<sup>4</sup> The county transportation plan is the primary basis for the county's component of the RTP.

The Alameda County CMA will continue to use its CMP as the primary vehicle for implementing the long-range countywide transportation plan. The CMP *Capital Improvement Program Guidelines* and other funding policies adopted by the CMA Board require projects seeking federal or state funding to be consistent with the *Countywide Transportation Plan*. The CMA's transportation investment policies adopted with the Alameda County *Countywide Transportation Plan* are as follows:

- The CMA's investment program shall be balanced in a manner consistent with its adopted funding equity formula.
- The CMA's investment program shall be tailored to meet local needs of each corridor and coordinated to ensure the safe and efficient movement of people and freight.
- Resources will be focused on high priority projects identified in Tier 1 over the next several state and federal funding cycles to ensure delivery of these projects. High priority projects are those projects that provide congestion relief, improve mobility and/or connectivity that extend beyond a single area.
- The CMA shall make every effort to secure additional revenues necessary to fund an investment program which gives appropriate balanced emphasis to:
  - The safe and efficient operation of the existing transportation system
  - The maintenance and rehabilitation of existing facilities and services
  - The implementation of those projects that are ready for implementation and for which funding has been committed in the CMP
  - Those improvements necessary to enhance the safety and operating efficiency of critical freight routes
  - Those improvements necessary to enhance transit service
  - Those major investments that are identified through the corridor/area wide transportation management planning process

By consensus, the CMA adopted an additional policy which requests project sponsors to show the CMA as a funding partner on new advertisements displayed for transportation improvements. For example, roadside signs placed near construction zones that advertise the name of project sponsors such as the State of California, the Alameda County Transportation Authority and/or local jurisdictions, should also list the Alameda County Congestion Management Agency.

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<sup>4</sup> Assembly Bill 3705 (Eastin), Statutes of 1988

The 2004 long-range transportation plan is currently being updated. Any changes in policy affecting the CMP will be incorporated in the 2007 update of the CMP if available.

### **Relationship to CMA Corridor Studies**

The CMA has identified a need for corridor/ areawide management planning, which was identified in the *Countywide Transportation Plan*. The planning process approved in the plan will:

- Provide valuable information in assessing longer term land-use impacts and possible solutions;
- Identify comprehensive approaches to congestion management which can aid in the development of deficiency plans where level-of-service standards have been or are expected to be exceeded; and
- Provide support that allows each community within the corridor/area to demonstrate how the community's share of cumulative/regional transportation impacts could be mitigated through cooperative planning and investment. Since adoption of the 2001 *Countywide Transportation Plan* and 1999 CMP, corridor studies have been completed for I-80, I-580/Altamont, I-880 Intermodal Corridor, San Pablo Avenue, the SMART Corridor programs in the San Pablo and I-880 corridors, I-680 HOT Lane Feasibility Study and North I-880.

### **A DIVERSIFIED STRATEGY**

The long-range transportation plan currently being updated, points to a diversified strategy for managing congestion and sustaining mobility. The following findings highlight this need for a strategy, which includes all reasonable options:

- The 2004 Alameda *Countywide Transportation Plan* Tier 1 includes \$1.31 billion in projects, programs and services.
- Even with this extensive investment, the countywide travel model forecasts congestion to become more severe by 2030.
- It is therefore clear that we cannot rely solely on investment in facilities and services as a way out of the transportation problem.
- The transportation needs in Alameda County outweigh the available revenues over the 25-year period in Alameda County.
- It is therefore apparent that all available options must be considered to sustain an acceptable level of mobility in Alameda County—pricing strategies, land-use strategies, managing the existing system better to stretch its capacity, options such as telecommuting which reduce work trips, carefully selected transportation investment, new and/or expanded revenue sources, and other approaches which may surface.
- One approach by itself is unlikely to be successful.

The Capital Improvement Program includes projects, which further a diversified strategy. Operational improvements intended to efficiently use existing facilities, transit investment and coordination,



intermodal freight facilities, non-motorized facilities, and other investment strategies have been considered in the development of the CMP Capital Improvement Program.

As adopted in the 2004 *Countywide Transportation Plan*, the diversified strategy for transportation investments in Alameda County consists of eight component elements:

- An investment program with the flexibility to finance street, highway and mass transit projects, so that each can be employed where it offers the most cost-effective method of transportation improvement;
- A commitment to equity in funding which ensures that each of the county's four planning areas enjoys a level of investment commensurate with its share of the countywide population;
- Funding policies designed to enhance the priority of those highway and transit projects that have been identified through the corridor/areawide transportation management planning process;
- Funding policies designed to ensure adequate expenditures for the maintenance, operation and operational improvement of existing facilities and services;
- Funding policies designed to ensure efficient operation of those facilities that are essential for freight movement;
- Cooperative planning designed to engage city, county, CMA and state authorities in planning for corridor/areawide traffic management;
- Planning guidelines designed to ensure strategic treatment of hubs, gateways and intermodal terminals; and
- Pricing policies designed to reconcile mobility and air quality and provide more options to the public.

## **COMPONENTS OF THE CAPITAL IMPROVEMENT PROGRAM**

The 2007 Alameda County Capital Improvement Program covers a 6-year period (fiscal year 2007-08 to 2012-13) and is comprised of the following:

- Major capital projects and transit rehabilitation projects programmed in the 2008 State Transportation Improvement Plan and SAFETEA; and
- Other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

The projects in the Capital Improvement Program are linked to the vision and projects presented in the 2004 *Countywide Transportation Plan*. The Capital Improvement Program projects are taken from the 25-year plan either as a specific capital project or from funding set aside to cover categories of projects, including maintenance and rehabilitation of local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

Figure 12 describes the process for soliciting, evaluating and selecting projects for state and federal funding. In order to assure consistency with regional transportation and air quality goals, Alameda

County's priorities for state and federal funding are developed to be consistent with MTC's programming policy.

## **FUNDING OF THE CAPITAL IMPROVEMENT PROGRAM**

The Capital Improvement Program includes projects anticipated to assist in maintaining the level of service and performance standards of the CMP. Funding for all projects, however, has not been secured. Some projects shown in the Capital Improvement Program may need supplemental funding from other sources or may be submitted for state/federal funding consideration in future years.

The CMA is exploring sources of new revenue for transportation facilities and services considered in the *Countywide Transportation Plan*. Revenue enhancement is a critical component of the plan; the transportation need over the next 25 years exceeds available revenues. The CMA will support new revenue sources which best meet the goals of the long-range transportation plan and CMP. These revenue sources could include a regional, state or federal gas tax increase or a bridge toll increase. The CMP law itself suggests another possible funding source—traffic impact fees.<sup>5</sup> The Tri-Valley Transportation Council including the cities of Livermore, Dublin and Pleasanton and Alameda County has developed a sub-area traffic mitigation fee. The Council has adopted an Expenditure Plan identifying the projects to be included in the final fee and has begun implementation. The city of Livermore also adopted a traffic-mitigation fee in 2001 to fund regional transportation improvements in the city of Livermore.

## **CAPITAL IMPROVEMENT PROGRAM**

Table 13 lists the Alameda County projects recommended for funding in the 2008 State Transportation Improvement Plan. These projects have been screened for consistency with the *Countywide Transportation Plan*. The 2008 State Transportation Improvement Plan is scheduled to be approved by the California Transportation Commission in May 2008.

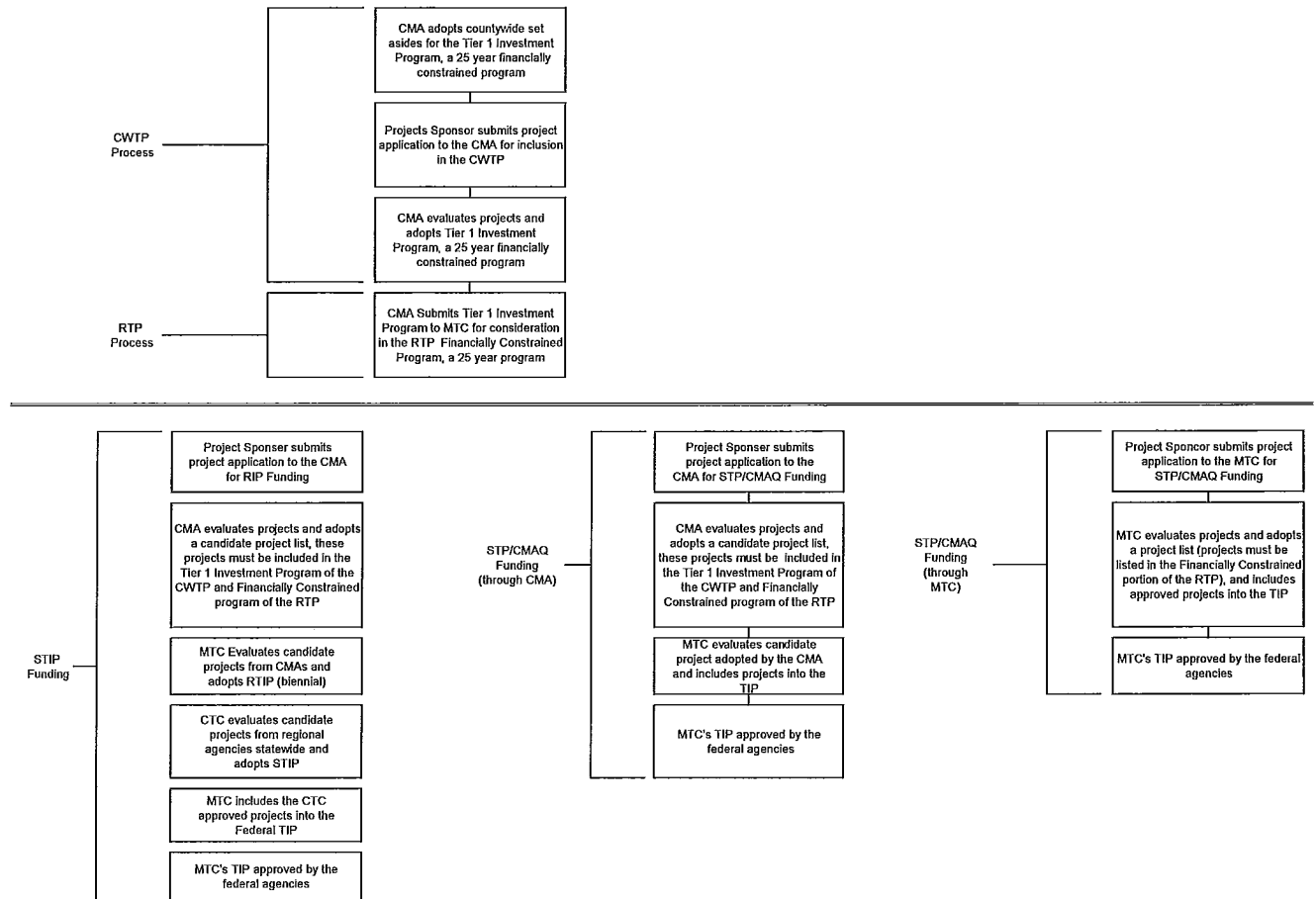
Table 14 contains Major Capital Projects and Transit Rehabilitation Projects programmed in the 2006 State Transportation Improvement Plan, 2006 State Transportation Improvement Program Augmentation, SAFETEA, Proposition 1B and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

## **UPDATING THE CAPITAL IMPROVEMENT PROGRAM**

The CMP law requires biennial updating of the Capital Improvement Program. In order to update the program, each city, the county, Caltrans, the Port of Oakland, each transit operator and other project sponsors must, by February 1 of each odd numbered year, submit to the CMA a list of projects intended to maintain or improve the level of service on the designated system and to meet transit performance standards.

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<sup>5</sup> Section 65089(b)(4)

**Figure 12 — CMA Process for Selecting Projects for State and Federal Funding**

**Table 13 — Projects Recommended for Funding in the 2008 State Transportation Improvement Program (STIP) (\$x1,000)**

This table reflects the 2008 STIP program approved by the ACCMA Board on December 6, 2007.

SPONSOR	PROJECT	08-09	09-10	10-11	11-12	12-13	TOTAL
ACCMA	I-580 WB HOV/HOT Lane	0	0	0	6,000	0	6,000
ACCMA	I-880 SB HOV	3,000		1,900	0	0	4,900
ACCMA	I-880 Safety & Operational Improvements at 23rd/29th	0	5,000	0	7,000	0	12,000
ACCMA	Reserve for Rte 24 Corridor Improvements associated with the Caldecott 4th Bore Project -Ala Co.	0	2,000	0	0	0	2,000
ACCMA	I-580 soundwall, San Leandro	4,395	0	0	0	0	4,395
ACCMA/MTC	Planning, Programming, & Monitoring (PPM)	1,409	1,209	1,210	1,000	1,000	5,828
ACCMA/MTC	TE Reserve	0	1,961	0	0	0	1,961
ACTA	Mission Blvd/Rt 880 interchange, phase 1B2	10,000	0	0	0	0	10,000
ACTIA	Rt 84 Expressway in Livermore	0	0	0	12,000	0	12,000
Berkeley	Ashby BART Station Intermodal Improvements	1,500	0	0	0	0	1,500
Caltrans	I-238 Landscape Replacement Project	559	300	3,200	0	0	4,059
Caltrans	Landscaping, SCI Co Line-Alvarado/Niles	0	0	3,640	0	0	3,640
LAVTA	Bus operating facility, phase 2 (buildings)	4,000	0	0	0	0	4,000
MTC	Planning, Programming, & Monitoring (PPM)	113	113	113	114	114	567
MTC	TE Reserve	0	2,298	1,923	980	980	6,181
Oakland	7thSt./W. Oakland TOD	1,300	0	0	0	0	1,300
Union City	UC Intermodal Station	0	0	0	715	0	715

**Table 14 — 2007 Capital Improvement Program**

Major Capital Projects and Transit Rehabilitation Projects programmed in the 2006 State Transportation Improvement Program and CMA TIP and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

		PROJECT FUNDING (\$ x 1,000)			
Sponsor	Project	Federal	State	Local	Total
Lump Sum Projects					
All Alameda Jurisdictions	Roadway Capital Investment	1,330	0	10,541	11,871
All Alameda Jurisdictions	Roadway Rehabilitation Investment	4,766	10,200	266,299	281,264
All Alameda Jurisdictions	Roadway Operations Investment	1,100	12,235	18,446	31,781
All Alameda Jurisdictions	Bicycle Pedestrian	11,026	7,867	40,035	58,928
All Alameda Jurisdictions	Transit Capital Replacement	54	844	18,400	19,298
All Alameda Jurisdictions	Other Projects	0	0	3,596	3,596
Individual Project Listings					
Roadway Capital Investment					
ACCMA	I-580 Eastbound HOV Lane	6,000	136,869	1,000	143,869
ACCMA	I-580 Livermore Soundwall - Springtown			1,400	1,400
ACCMA	I-580 Westbound HOV Lane	9,600	101,700	33,600	144,900
ACCMA	I-580 Improvement Coordination			2,000	2,000
ACCMA	I-580 Soundwalls (San Leandro/ Oakland)	3,810	4,395	577	8,782
ACCMA	I-680 Southbound HOT Lane	2,953	10,763	19,931	33,647
ACCMA	Rte. 84 HOV Extension -Dumbarton Corridor		2,490	6,295	8,785
ACCMA	I-880 Southbound HOV Lane Extension (Hegenberger - Marina)	10,700	96,500	1,950	109,150
ACCMA/ ACTIA	Westbound I-580 Auxiliary Lane (Fallon Rd to Tassajara Rd)			1,500	1,500
ACCMA/ ACTIA	Westbound I-580 Auxiliary Lane (Airway Blvd to Fallon Rd)			3,643	3,643
ACTA	East-West Connector in North Fremont and Union City		10,000	98,771	108,771

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Alameda	Willie Stargell (Tinker Avenue) Extension	1,152	4,000	14,748	19,900
Alameda/ACTIA	I-880/Broadway - Jackson Street Study (Project Development only)		6,223	7,975	14,198
Alameda Co./ACTIA	I-580 Interchange Improvements in Castro Valley	1,960	5,315	25,525	32,800
Caltrans	Route 92/880 I/C Reconstruction	1,400	0	245,000	246,400
Caltrans	SR 24/Caldecott Tunnel	18,000	87,000	125,000	230,000
Caltrans	Sunol Grade HOV Corridor-Southbound	0	147,566	17,000	164,566
Caltrans/ACTA	I-880/Mission Blvd (SR 262)/Warren Ave I/C Reconstruction & I-880 Widening (Phase 1B & 2)	3,810	59,650	58,500	121,960
Caltrans/ACTIA	I-238 Widening	18,300	29,300	81,415	129,015
Dublin	I-580 & Fallon Road Freeway Interchange Improvements			16,600	16,600
Fremont	Grade Separations at Washington Blvd. & Paseo Padre Pkwy.		35,186	73,514	108,700
Fremont	Osgood Rd. Widening	1,500		5,487	6,987
Fremont	Fremont Blvd. widen south of Cushing Pkwy.			4,000	4,000
Fremont	Kato Rd. widen between Warren Ave. and Milmont Dr.			1,600	1,600
Fremont	Niles Blvd. Roadway Improvements			2,790	2,790
Hayward	Route 238 Corridor Improvement			111,000	111,000
Livermore	El Charro/I-580 Interchange			6,400	6,400
Livermore	First Street /I-580 Interchange Improvements			30,000	30,000
Livermore	Isabel Ave Widening (Route 84 Expwy): Ruby Hill Dr. -Jack London Blvd)			124,000	124,000
Livermore	Isabel Avenue/I-580 Interchange	10,800	68,000	74,200	153,000
Livermore	W. Jack London Blvd. widen/ extend El Charro Rd to Isabel Ave			28,000	28,000
Livermore	Las Colinas Rd. extension to Redwood Road north of I-580			2,360	2,360
Livermore	Las Positas Rd Widening: Vasco Rd. - Preston Ave; and First St. - Bennett Dr.			2,665	2,665

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Livermore	S. Vasco Rd. Overpass Widen Brisa St. - Patterson Pass Rd.			2,234	2,234
Livermore	Stanley Blvd. Widen Mureita Blvd. to west city limit			11,200	11,200
Livermore	Vasco Road Widen (Patterson Pass Rd. to Las Positas Blvd).			5,600	5,600
Livermore	Vasco Road Widen (Las Positas Blvd. to I-580)			2,600	2,600
Livermore	Vasco Road Widen (I-580 to Scenic Avenue)			2,800	2,800
Livermore	Vasco Road/I-580 Interchange	2,000		58,000	60,000
Livermore	Las Positas Road widen (Hiliker Place to First Street)			5,000	5,000
Livermore	Dublin Blvd.-North Canyons Extension			6,000	6,000
Livermore	I-580/Greenville Rd. Interchange			35,000	35,000
Livermore	Las Colinas Rd. Extension to Redwood Road north of I-580			12,000	12,000
Livermore	N. Livermore Avenue Widen I-580 to Portola Ave.			3,500	3,500
Oakland	42nd/High St. Access Improvements to I-880 (ROW)		5,990		5,990
Oakland	North Gateway Infrastructure Project: new Bay Bridge Auto Mall Parkway at Oakland Army Base			13,000	13,000
Pleasanton	Bernal Ave at Arroyo Del Valle Bridge & Roadway Widening			4,748	4,748
Port of Oakland	7th Street Grade Separation and Roadway Improvement Project		125,000	239,000	364,000
Port of Oakland	North Airport Air Cargo Access Road Improvements, Ph 1		5,000	5,000	10,000
Port of Oakland	Adeline Street Bridge Replacement		60,000		60,000
Port of Oakland	Realign Maritime St.			30,000	30,000
Port of Oakland	Build Truck Access Ramp to E/B I-80 at 7th St.			5,000	5,000
San Leandro	Washington/I-880 On-Off Ramp Improvements			2,413	2,413
San Leandro	Marina Bl/I-880 Interchange Improvements		12,000	21,000	33,000
San Leandro	I-880/SR 112 (Davis St.) Interchange Improvements	600	10,000	21,400	32,000
San Leandro	East 14th/150th/Hesperian San Leandro Triangle			3,300	3,300

		PROJECT FUNDING (\$ x 1,000)			
Sponsor	Project	Federal	State	Local	Total
Union City	East Plaza Loop Road			1,500	1,500
Union City	Railroad Ave. (Decoto Rd. to 11th St.)			5,000	5,000
<i>Roadway Operations Investment</i>					
ACCMA	Grand MacArthur Corridor Transit Enhancements	840		2,115	2,955
ACCMA	SMART Corridors - Operations & Management	518		4,678	5,196
ACCMA	I-80 Integrated Corridor Mobility	2,300	56,254	29,146	87,700
ACCMA	I-880 North Safety & Operational Improvements at 23rd/29th	2,000	5,000	88,000	95,000
Alameda County	Patterson Pass Road Safety Improvements	800	2,000	3,200	6,000
Alameda County	Crow Canyon Road Safety Improvements	4,100	3,500	7,400	15,000
Alameda County	I-580/Strobridge Off-Ramp modification in Castro Valley			21,000	21,000
Alameda County	East County Roadways Shoulder Improvements Phase I			15,000	15,000
Alameda County	Vasco Road Safety Improvements-Phase I	4,655	17,100	10,372	32,127
Alameda County	Vasco Road Safety Improvements-Phase II			20,000	20,000
Alameda County	Grant Line Road Safety Improvements			10,000	10,000
<i>Bike/Ped Investment</i>					
Alameda County	Castro Valley Blvd. Streetscape Improvements			15,000	15,000
Alameda County	Coliseum BART to Bay Trail Connector			6,000	6,000
Alameda County	E.14th/Mission Ped/ Transit/ Streetscape Imps -Phases II & III			20,000	20,000
Alameda County	Grant Avenue Pedestrian/ Bicycle Trail		1,000	1,000	2,000
Alameda County	Hesperian Streetscape Improvements		1,500	13,100	14,600
Alameda County	Lewelling Blvd/East Lewelling Blvd. Improvements Phase II			9,100	9,100
Alameda County	Sunol Town Center Streetscape and Pedestrian Improvements			1,200	1,200
Alameda County	Stanley Blvd Bike/Ped Improvements		3,000	9,000	12,000
Alameda Co./ACTIA	Lewelling Blvd/East Lewelling Blvd. Improvements Phase I	3,900	4,000	16,900	24,800



PROJECT FUNDING (\$ x 1,000)					
Sponsor	Project	Federal	State	Local	Total
Albany	Marin Avenue Phase II			1,000	1,000
Albany	Pierce Street	808	178	514	1,500
BART	Electronic Bicycle Locker Program (Alameda County BART Stations)	130	138	1,148	1,416
EBRPD	Bay Trail – Alvarado Wetlands – Segment connecting Eden Landing Ecological Reserve to Hwy 92.	648	247	106	1,001
EBRPD	Bay Trail – Union City segment - Hayward Regional Shoreline Park	884	116		1,000
Hayward	New Sidewalks Rehab			3,200	3,200
Oakland	Chinatown Bike/Ped Improvements	2,200	238	1,224	3,662
Oakland	40th Street/MacArthur BART Transit Hub Bike & Ped Improve	1,096	193	1,389	2,678
Oakland	Oakland Bay Trail: Mandela Parkway (Mandela from 7th to 8th; and 8th St from Union to Mandela).	902		125	1,027
Oakland	Central City East Streetscape Improvements			17,182	17,182
Oakland	Latham, Telegraph Streetscape	2,470		9,116	11,586
Oakland	Coliseum Gardens Phase 3 - 66th Avenue Streetscape	530		1,188	1,718
Oakland	Fruitvale Alive Streetscape	2,000		479	2,479
Oakland	7th Street West Oakland Transit Village Streetscape	3,200		162	3,362
San Leandro	Bay Trail San Leandro Slough Bridge	750		2,637	3,387
San Leandro	Doolittle Drive Streetscape Improvements			4,612	4,612
<i>Transit Capital Replacement</i>					
AC Transit	Bus Replacement	124,339		31,085	155,424
AC Transit	Bus Replacement-Zero Emission Bus Costs	114,800		28,700	143,500
AC Transit	Paratransit Van Leasing	9,837		2,459	12,296
AC Transit	ADA Operating	21,388		5,347	26,735
AC Transit	Welfare to Work Job Access	6,000		41,520	47,520
AC Transit	Facility Upgrades and Rehabilitation		24,000	0	24,000

		PROJECT FUNDING (\$ x 1,000)			
Sponsor	Project	Federal	State	Local	Total
AC Transit	Information System Upgrades		12,000	12,174	24,174
AC Transit	Preventive Maintenance		7,700		7,700
AC Transit	Security	6,485	23,420		29,905
AC Transit	Transit Centers			8,000	8,000
AC Transit	E.14th/International/Telegraph	80,000	117,500	43,941	241,441
AC Transit	Grand-MacArthur	350,000		250,000	600,000
BART	Transit Capital Rehab: Below Score 16 projects Shortfall/Station Renovation-Alameda Co. Share		103,000		103,000
BART	Transit Capital Rehab: Alameda County Share (Projects above Score 16)	1,451,608		870,965	2,322,573
BART	Transit Capital Shortfall: Alameda County Share (Projects above Score 16)	93,312			93,312
LAVTA/ Wheels	Transit Capital Replacement and Rehab	20,575	217	10,472	31,264
Union City Transit	Fixed Route Replacement Vehicles	2,281	731	1,550	4,562
Union City Transit	Paratransit Replacement Vehicles		1,283		1,283
<i>Other</i>					
ACCMA	San Pablo Rapid Bus Stop Improvements			1,945	1,945
ACCMA	I-580 Corridor Environmental Mitigation			2,284	2,284
ACCMA	Ardenwood Park & Ride Lot			4,055	4,055
ACCMA/ ACTIA	I-580 Corridor ROW Preservation		98,000	27,000	125,000
Alameda County	Castro Valley Transit Village			20,000	20,000
Alameda County	Fruitvale Avenue Roadway Bridge (Lifeline)			32,600	32,600
Alameda County	Fruitvale Avenue Railroad Bridge			11,000	11,000
Alameda County	Estuary Bridges Safety Improvements			6,000	6,000
BART	West Dublin/Pleasanton BART Station			84,200	84,200
BART	Warm Springs BART Extension		210,400	537,800	748,200

PROJECT FUNDING (\$ x 1,000)					
Sponsor	Project	Federal	State	Local	Total
BART	Oakland Airport Connector	24,999	30,530	324,957	380,486
Dublin	East Dublin BART Station Corridor Enhancement	2,119		424	2,543
Dublin	West Dublin BART Station Corridor Enhancement	1,257		246	1,503
Hayward	I-880/SR 92 Reliever Route Phase 1			25,000	25,000
Hayward	I-880/SR 92 Reliever Route Phase 2		52,000		52,000
LAVTA/ Wheels	Rt 10 Bus Rapid Transit	6,894	4,600	2,581	14,075
LAVTA/ Wheels	Dublin Blvd Bus Rapid Transit	11,669		2,925	14,594
LAVTA/ Wheels	Operations and Maintenance Facility	18,781	10,000	4,119	32,900
Livermore	Vasco Road ACE Station Parking Lot R/w Acquisition			1,880	1,880
Newark	Dumbarton Rail Corridor		39,000	261,000	300,000
Oakland	Transit Village Intermodal Access (Coliseum and MacArthur BART Stations)	1,000		10,000	11,000
Oakland	Coliseum Transit Village	18,000	270	5,000	23,270
Port of Oakland	Outer Harbor Intermodal Terminal		225,000	225,000	450,000
San Leandro	Downtown San Leandro TOD	4,000		36,000	40,000
San Leandro	Bay Fair BART Transit Village	4,000		36,000	40,000
Union City	Union City Intermodal Station, Phase 1 (CON)	8,940	14,980	18,373	42,293
Union City	Union City Intermodal Station, Phase 2 (Project Development)			2,000	2,000
Union City	UC Intermodal Station, East Side Plaza			7,100	7,100

